

Shipping.

ANOTHER MURDER AT KOWLOON.

INDIAN NAVYMAN KILLED.

Last night, a tragedy which is, to a certain extent, shrouded in mystery was enacted at Kowloon. About nine o'clock the sound of a pistol shot was heard on Macdonnell Road, behind the Godowns, and about fifty yards north of the Kowloon Institute for Soldiers and Sailors. The shot was heard by Mr. Wilcockson, caretaker of the Institute, and five privates of the 8th Brigade, who were playing billiards in the Institute, and by Sergeant Marshall and Mr. Goodger of the Naval Yard Police, who were upwards of a hundred yards distant at the time. All hurried to the point where the shot was fired, and there found Havildar Uram Khan, of the Hongkong Regiment, lying on the roadway. He appeared to be in great pain and was carried into the Kowloon Institute. He was quite conscious, and stated that he was walking along the road along with a private of the same regiment, Private Nawab Shah. This man, he stated, owed him \$100, but he did not say whether or not there had been any quarrel about the money. As they were walking along Nawab Shah, he said, drew out a revolver and fired at him, the bullet entering his left breast. This statement was taken down roughly in writing by the orderly-room clerk belonging to the Regiment, and was signed by all the Europeans present.

The police had been sent for in the meantime, Colonel Barrow and the officers of the Regiment had been apprised of the occurrence, and Surg.-Captain Borradale was called in to attend to the injured man. From Dr. Borradale's examination of the man, it is evident that the shot was fired by some one standing (or walking) close at hand. The outer jacket as well as the undershirt were singed by the powder. Instead of being shot in the left breast, as stated by the havildar, he must have been shot in the back at the left side. The bullet, we understand, lodged below the heart. The wounded havildar was removed to the camp hospital, where he received unremitting attention. All efforts to save his life proved futile, and he died about eight o'clock this morning from internal hemorrhage.

It was intended to hold a post-mortem examination on the body this afternoon. As soon as the alarm was given, Colonel Barrow ordered a thorough search of the barracks for the weapon with which the murder was committed. Private Nawab Shah was found in his room, and does not appear to have made any attempt to escape or to have shown any traces likely to connect him with the tragedy. He denied having fired at the havildar, and his statement that he had been sitting in his room in the barracks and was reading when the report of the firing was heard is supported by the whole of the men in the room. Nawab Shah, however, was taken into custody by Inspector Corcoran, and will be taken before the Police Magistrate to-morrow. No evidence will be tendered beyond what is sufficient for a remand. Within the barracks and in the neighbourhood of Macdonnell Road, where the tragedy occurred, search was made last night and again this morning for the revolver, but it has not been found as yet.

So far, there is nothing to connect Private Nawab Shah with the murder but the statement of the deceased. Inspector Corcoran, aided by Inspector Quinney and Sergeant Holt of the Detective Department, are prosecuting a searching investigation, in the hope of elucidating the mystery. It was impossible that the murderer, whoever he was, to escape except through the lines of the Hongkong Regiment. On one side of Macdonnell Road are the Godowns stretching in unbroken line from Elgin Road to the Naval Yard and Torpedo Depot; on the other there is a flat unoccupied space extending to the plateau on which the new barracks are being erected for the Hongkong Regiment. The murderer did not pass along the road, else he would have been seen by the party from the Kowloon Institute or by Sgt. Marshall and Mr. Goodger from the Torpedo Depot. He must have slunk off in the darkness across the unoccupied piece of ground and escaped into the Barracks before the police had begun their search.

The deceased was assistant gymnastic instructor to the men of the Hongkong Regiment.

The *Kwai Zan* in the course of some outspoken remarks about Christianity, says that Buddhism in Japan is destined to be at last ousted by Christianity. It therefore becomes a matter of importance to decide which form of Christianity should be adopted. Our contemporary can see merely a historical difference between Roman Catholicism and Protestantism; their underlying tenets are the same. Putting aside the question of doctrine, the *Kwai Zan* gives its preference to the older form of Christianity simply because it is the more artistic. In Roman Catholicism the five arts play a conspicuous part, both in the building of churches and in the rites and ceremonies of the faith. The newer Christianity regards these things as of slight consequence, and in many instances disregards them altogether. In Europe, consequently, we find that the nations more predisposed to the influence of the fine arts, the Italians and the French, are centers of the Roman Catholic creed, while the less sublimed Teutonic races, the English and the North Germans, embrace Protestantism. It is a matter for regret that the historic Buddhist temples of Japan are gradually being destroyed by fire, for they seldom or never rise again to their original splendor. It would be well, then, that the religion taking the place of Buddhism in Japan be that leading itself to the greater artistic expression.

HONGKONG AND KOWLOON WHARF AND GODOWN CO.

The eighth ordinary annual meeting of the shareholders of the Hongkong and Kowloon Wharf and Godown Co., Limited, was held this afternoon at the offices of the Company, Praya Central. The Hon. J. J. Kewick presided; and there were also present—Messrs St. O. Michaelson, A. G. Wood, J. Kramer, D. R. Gasco, C. J. Holliday, J. S. Mosses, G. B. Dodd, H. H. Joseph, N. A. Siebs (Directors), W. Mathieson (Acting Secretary), T. I. Rose, and O. Sharp.

The Acting Secretary read the notice calling the meeting.

The Chairman said—Gentlemen, I am glad that the accounts presented to shareholders at this meeting show that the business of the Company is steadily developing, and as it is being conducted on careful and sound principles I hope there may be an annual improvement in the revenues. In the year 1895 the gross revenue was \$44,488.56 more than the previous year, and the profit on working exclusive of interest and repairs is \$31,396.16 against \$31,022.64 in the previous year, which is encouraging when the adverse circumstances are taken into consideration. The early promise of the year was excellent but the plague interfered with our labor supply, increased the wages, and greatly diminished the quantity of goods on board, besides affecting the number of steamers passing through the port. I cannot venture to say that the war had any marked effect on the other during the period embraced by the report and accounts, but I see an indication that it is affecting our storage revenues at the present time. On reference to the accounts you will notice that nothing has been written off properly as your Directors consider this unnecessary in view of the low figure to which it has been written down and the liberal expenditure in keeping up piers, buildings, launches, cargo-boats, etc., which is paid out of our current income. An offer has been made for the wharf and godown land, but as the price and the conditions accompanying the offer are not regarded as satisfactory your Directors refused to sell the property. As you are aware, gentlemen, there has been a new issue of debentures bearing interest at 5 per cent. repayable in 10 years, but the Company has the option of paying them off wholly, or in part in 5 years. I need hardly say that these valuable securities have been readily taken up. In view of the fact that the Board of Directors lost the services of their esteemed colleague Mr. Hopkiss, who since the formation of the Company until his lamented death zealously promoted the Company's interests, Mr. Siebs has been appointed a Director in Mr. Hopkiss' stead, and Mr. Michaelson has taken the place rendered vacant by the resignation of Mr. Janzsen, both of these appointments require your confirmation. I shall be happy to answer any questions shareholders wish to put to me.

No questions were asked and the Chairman moved the adoption of the report and accounts.

Mr. Sharp seconded.

Mr. Rose proposed the confirmation of the appointment of Mr. Michaelson and Mr. Siebs to the Directorate.

Mr. Sharp seconded.

Mr. Sharp proposed the re-election of Messrs Wood and Kramer as Directors.

Mr. Rose seconded.

Mr. Rose proposed and Mr. Wood seconded the re-election of Messrs T. I. Rose and F. Henderson as auditors.

Agreed.

The Chairman—Gentlemen, that concludes the business of the meeting. I regret to see that the attendance has been so small, but I hope it may be taken as an indication that the absent shareholders are satisfied with the conduct of the affairs committed to the charge of the Directors. The dividend warrants will be posted this afternoon.

Prizes by all the best makers for Hire or monthly payments, at W. Robinson & Co.

An interesting item from the *Madras Times*—“Saturday's Extra” tells the tale of a French spy in India, in the person of a Corporal Wald of the 15th Southern Royal Artillery, now an officer in the French army, who enlisted at Bombay in 1887, and in 1893 deserted to Paris, taking plans of the fortifications of Indian ports along with him. He is now reported to be at Bangkok compiling a plan of the port and approaches. It is understood that he will continue this service for France in Singapore, Hongkong, Sydney, and other ports.

The Straits Times says—Mr. Joaquim, one of the liquidators of the Singapore Insurance Company, has arrived in the colony, and the Board of Liquidators is now, with Mr. Craig and Mr. Fraser, complete. Shareholders have been waiting with due patience, and some expectancy, for a statement of affairs showing how the liquidation now stands. There appears to be no solid reason for further delay in giving the information: The Board have had in their hands for some time past a considerable sum of money, and there must be another small dividend forthcoming. The claim in London of \$25,000 is still far from people long, mistified. It may, however, have been established or disposed of, or be on the point of either. There are things the shareholders wish information about, and with the liquidators here, there ought to be no difficulty in at once presenting a statement.

According to a telegram from Shanghai, published by the Times and the Central News, Lord Rosebery has interfered in the Far East with a very strong hand. The Government has directed Admiral Fremantle, who now commands in Chinese waters, to prevent the Japanese fleet from entering the Yankai; that is, in fact, from threatening Nanking—and has authorized him, if necessary, to employ force in carrying out his instructions. A ‘friendly’ intimation of this grave decision has been given to the Japanese, and their fleet has consequently for some time remained inactive. The Session is now so near that we must wait an explanation of this policy; but on the present evidence we doubt its wisdom. It compels the meaning of the new movement. We do not trust the Japanese, but the trust of war is a cringing under their flag, and the ultimate result may be good, in spite of the terrible miseries involved. The massacre of Port Arthur has, however, almost paralyzed all confidence of Japan.

THE RUNNING OF MARINE ENGINES AND BOILERS.

PAPER BY A PRACTICAL ENGINEER.

Last night, a meeting of the Institution of Engineers, and Shipbuilders of Hongkong was convened to hear a paper on ‘The Running of Marine Engines and Boilers’ read by Mr. W. Bailey, chief engineer, S.S. *Huanghai*.

There was a large attendance. Mr. R. Cooke presided.

The paper is one of the series in the Gillies Gold Medal Competition.

Mr. Bailey treated his subject in the most exhaustive fashion, and as the whole evening was occupied by the reading of the paper, it was decided to hold the discussion on Monday evening. At the outset, Mr. Bailey called attention to the small proportion of the heat in coal converted into useful work. Starting at the furnaces, they had a loss—and often a very heavy loss—through imperfect combustion, and under the most favorable circumstances about 20 per cent. of the heat evolved from the coal passed out of the funnel in the form of hot gases. Of the remaining heat, the greater part went into the condenser as exhaust steam, while the measure of the loss was completed by the radiation heat from furnaces, imperfectly covered or uncovered surfaces of boilers, cylinders and steam pipes, &c. Also it had to be remembered that a mixture of steam and water, not pure steam, passes through the engines, the water causing a loss of efficiency by still further condensing the steam among which it exists. If unable to make any striking improvements in the present design of engines and boilers, the considerable scope for the abilities of a practical engineer, and in many cases much might be done which is not done towards economy. It was to the consideration of all possible suggestions to conserve the heat produced from the coal that Mr. Bailey applied himself, quoting from the highest engineering authorities and giving results of personal experiments on board the *Huanghai*. Mr. Bailey was not content with giving bare results, but explained how he carried out his experiments, so that any of the members who felt disposed to make further experiments might profit by his experience. In concluding the portion of his paper dealing with boilers, he expressed the hope that the day was not far distant when as much care would be bestowed upon the manufacture of the boiler as upon the engine, and he laid down the engine factor of the boiler as a condition of economy in the working of a steamer is well-made boilers large enough to supply plenty of steam without being forced.

The following are the concluding paragraphs of this interesting paper:—

Turning fuel economically, with clean boilers free from leakage, engines with pistons, valves and bearings properly adjusted and all radiating surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engine than to knock them about with a steel hammer or put chest marks on surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanic. Mechanics are made in the shop,

Merchant Vessels in Hongkong Harbour.

Notices of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from the Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore L., and those in the middle of the Harbour M.

Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to North Point.
10. From North Point to Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Agent.	Flag and Idg.	Tonn.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.							
Aclis	3	Storm	Den.	str.	355	Feb.	14 A. R. Marty
Ardrey	8	Smith	Brit.	str.	1070	Feb.	C. Jardine, Matheson & Co.
Asoum	5	Murray	Brit.	str.	1827	Feb.	10 Melchers & Co.
Carradale	5	Walker	Brit.	str.	2269	Feb.	12 Dodwell, Carill & Co.
Caylon	5	Baker	Brit.	str.	2637	Feb.	12 P. & O. S. N. Co.
Chelydra	5	Class	Brit.	str.	4039	Feb.	12 Jardine, Matheson & Co.
China	5	Seabury	Brit.	str.	1285	Feb.	11 P. M. S. B. Co.
Chunshan	5	Smith	Brit.	str.	4362	Jan.	28 P. M. S. B. Co.
City of Rio de Janeiro	5	Christensen	Ger.	str.	950	Feb.	6 Shawan & Co.
Clusia	5	Smith	Brit.	str.	1108	Feb.	13 Shawan & Co.
Drot	5	Hanson	Norw.	str.	1862	Feb.	10 Order
Empress of India	5	Marshall	Brit.	str.	3083	Jan.	20 Canadian Pacific Railway Co.
Erato	5	Ostermann	Ger.	str.	1400	Feb.	13 Shawan & Co.
Gloucester City	5	Dwyer	Brit.	str.	1496	Feb.	16 Dodwell, Carill & Co.
Guthrie	5	Halm	Brit.	str.	1878	Feb.	14 Gibb, Livingston & Co.
Guy Manning	5	Brubn	Brit.	str.	1103	Feb.	14 Wiler & Co.
Holstein	5	Baillan	Frech.	str.	937	Jan.	7 Wiler & Co.
Hongkong	5	Schneider	Ger.	str.	2200	Jan.	28 A. R. Marty
Iran	5	Hansen	Norw.	str.	710	Feb.	30 Shawan & Co.
Jacob Diederichsen	5	Hansen	Norw.	str.	1117	Feb.	14 Butterfield & Swire
Krim	5	Hansen	Norw.	str.	1040	Feb.	12 Eduard Schellhaus & Co.
Loe Sok	5	Hansen	Norw.	str.	863	Feb.	14 Yuen Fat Hong
Namoa	5	Hansen	Norw.	str.	2007	Feb.	10 Douglas Steamship Co.
Nürnberg	10	Walker	Brit.	str.	2007	Feb.	7 Melchers & Co.
Nana	5	Hansen	Norw.	str.	1970	Feb.	14 Holliday, Wils & Co.
Orono	5	Chancock	Brit.	str.	1321	Jan.	27 Dodwell, Carill & Co.
Panama	3	Fowler	Brit.	str.	1011	Jan.	24 Yuen Fat Hong
Piccola	5	Hansen	Norw.	str.	875	Feb.	13 Melchers & Co.
Prinz Heinrich	5	Hansen	Norw.	str.	4200	Feb.	14 Melchers & Co.
Rosary	5	Hansen	Norw.	str.	712	Feb.	13 Dodwell, Carill & Co.
Siam	3	Murphy	Brit.	str.	875	Feb.	12 Bradley & Co.
Siam of Moni	5	Coall	Brit.	str.	1849	Feb.	10 Dodwell, Carill & Co.
Strathcarron	3	Platt	Brit.	str.	2050	Feb.	11 Dredell, Carill & Co.
Talchoong	2	Dunham	Ger.	str.	822	Feb.	13 Meyer & Co.
Thames	5	Bathurst	Brit.	str.	819	Feb.	14 Douglas Steamship Co.
Yuen Sang	5	Bathurst	Brit.	str.	1150	Feb.	12 Jardine, Matheson & Co.
Sailing Vessels.							
Centennial	8	Colcard	Amer.	sh.	1227	Jan.	11 Order
Coloma	8	Niys	Amer.	bgo.	858	Dec.	31 Master
Imacoe	8	Niys	Amer.	bgo.	877	Feb.	2 Captain
Kajah	8	Bellier	Ger.	sh.	1245	Jan.	18 Order
Siam	8	Bellier	Ger.	sh.	1312	Jan.	11 Shawan & Co.
Siam of Moni	8	Bellier	Ger.	sh.	1690	Dec.	20 Master
Tillier E. Starbuck	8	Curtis	Aust.	sh.	1931	Jan.	23 Shawan & Co.
Wm. Le Lachour	8	Maddox	Brit.	bgo.	573	Feb.	2 Chinese

Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tonn.	Guns.	H.P.	Captain.	Where at.
Albatross	two-masted	3600	8	7000	Captain Robert L. Groome	Chefoo
Albatross	two-masted	1700	4	3180	Commander De Lisle	Chefoo
Albatross	two-masted	1770	6	2200	Comd. Scott Rogers	Hongkong
Albatross	two-masted	1400	14	1440	Captain Ch. J. Norcock	Shanghai
Albatross	two-masted	10,500	14	13,000	Captain J. M. McQuinn	Shanghai
Albatross	two-masted	1140	8	1400	Commander MacArthur	Shanghai
Albatross	two-masted	7350	12	10,000	Capt. William H. Henderson	Chefoo
Albatross	two-masted	455	4	450	Lt.-Com. R. T. F. T. F. T. F.	Shanghai
Albatross	two-masted	7700	10	10,000	Captain A. McLeod	Chefoo
Albatross	two-masted	4300	10	5500	Captain Count Metaxa	Hongkong
Albatross	two-masted	766	5	1050	Commander Besscroft	Chefoo
Albatross	two-masted	3730	13	7396	Capt. Wilmet H. Fawkes	Hongkong
Albatross	two-masted	750	6	1200	Lieut.-Commander Linton	Shanghai
Albatross	two-masted	755	6	720	Lieut.-Com. M. G. Cartwright	Hankow
Albatross	two-masted	775	6	1200	Lieut.-Com. Phillips	Nagasaki
Albatross	two-masted	775	6	1200	Lt.-Com. Hon. F. C. B. Addington	Chefoo
Albatross	two-masted	715	6	1200	Commander E. R. Polly	Hongkong
Albatross	two-masted	805	6	720	Lieut.-Com. Hugh Cotsworth	Bangkok
Albatross	two-masted	605	6	1200	Lt.-Com. Robt. H. J. Stewart	Shanghai
Albatross	two-masted	4050	12	6000	Captain Henderson	Chefoo
Albatross	two-masted	3600	8	7000	Captain Alfred L. Winslow	Hongkong
Albatross	two-masted	756	5	1010	Commander R. K. McAlpine	Hongkong
Albatross	two-masted	363	3	360	Captain Hallifax	Chefoo
Albatross	two-masted	6137	14	1450	Commander Boyes	Hongkong

Torpedo Boats in Reserve Nos. 3, 20, 35, 37, and 38, first class; and 3 second class boats.

* Flagship of Vice-Admiral the Hon. E. Fremantle, R.N., C.M.G.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tonn.	Guns.	H.P.	Captain.	Where at.
Admiral Korniloff	Russian cruiser	5000	—	—	Captain Elthamoff	Nagasaki
Admiral Nakhimoff	Russian cruiser	7781	22	3500	Captain Kasherimoff	Nagasaki
Albatross	Russian gunboat	800	—	—	Captain Durand	Shanghai
Alert	U. S. corvette	1020	8	—	Captain Schmidt	Chefoo
Alexandrine	German corvette	2370	10	2400	Captain Jaunegiberry	Nagasaki
Alger	French cruiser	4122	10	8254	Commander F. McCurley	Nagasaki
Alliance	American cruiser	2500	14	—	Captain Holmeier	Chefoo
Arcona	German cruiser	470	4	450	Commander Journef	Bangkok
Asio	French gunboat	4600	10	—	Captain B. F. Day	Chefoo
Batavia	French flag ship	6200	—	—	Commander Fortin	Chefoo
Bayard	French wooden sloop	1350	9	—	Captain H. Carvalhosa Athayde	Macao
Beaumont	Portuguese gunboat	402	2	400	Captain Enkviky	Hongkong
Bengo	Russian cruiser	8620	13	—	Capt. Enriquez Sallala	Chefoo
Bores	Spanish cruiser	—	—	—	—	Chefoo
Castilla	American cruiser	500	—	—	Capt. Maudet	Chefoo
Charleston	French gunboat	1700	—	—	Captain J. S. Nowell	Singapore
Comet	American cruiser	2000	16	5400	Commander J. S. Nowell	Singapore
Concord	U. S. cruiser	700	—	—	Commander José Padrián	Manila
Don Juan de Austria	Portuguese gunboat	3651	14	3740	Captain Courregelles	Wonsung
Duguay Trouin	French cruiser	2200	—	—	Commander McIntyck	Singapore
Forfait	Russian gunboat	700	—	—	Capt.-Lieut. Ingenold	Chinkiang
Haydamak	German gunboat	480	4	330	Capt. von Dreyck	Chefoo
Itis	German gunboat	4400	10	—	Captain Rivet	Shanghai
Irene	French gunboat	4150	—	—	Capt. Granier	Chefoo
Isly	French gunboat	800	—	—	—	Chefoo
Isontant	Russian gunboat	460	—	—	—	Shanghai
Korymbos	French gunboat	485	4	425	Lieut.-Com. Mouneyers	Hankow
Lion	French gunboat	485	4	425	Captain Grudner	Chefoo
Latvia	German cruiser	2500	10	—	Captain Artin Garin	Manila
Mario	Spanish cruiser	3500	—	—	Commander Gridley	Chefoo
Marina Cristina	U. S. corvette	1700	7	1170	Commander Andreeff	Korea
Manjourn	Russian cruiser	1370	6	1470	Lieut.-Com. Empey	Tientsin
Moncey	Russian cruiser	1370	6	1470	Captain Zarin	Shanghai
Neyadsk	Russian cruiser	6080	—	—	Captain Schoukbnide	Nagasaki
Pensat Asya	U. S. gunboat	884	6	550	Lt.-Com. Emory	Bangkok
Peyrol	French gunboat	640	—	—	Lieut.-Commander Vidal	Shanghai
Pluvier	Russian gunboat	1320	10	—	Captain Rink-Kovakoff	Nagasaki
Ratholok	Russian gunboat	3000	—	—	Captain Baranoff	Shanghai
Rynda	Russian gunboat	950	18	—	Captain Astrov	Tientsin
Silav	Russian gunboat	—	—	—	Capt. in Herling	Nankiao
Sivosth	Russian gunboat	4500	—	—	—	Singapore
Sophie	Italian cruiser	2400	22	6500	Captain Bertolini	Shanghai
Triumphante	French gunboat	480	4	425	Commander Costantini	Shanghai
Umbria	Russian cruiser	2500	12	3000	Captain Zarin	Singapore
Vladivostok	Russian torpedo boat	250	6	340	Commander Nakhimoff	Tientsin
Wolf	German gunboat	1700	10	3200	Commander W. M. Foulger	Yokohama
Yorktown	U. S. cruiser	600	—	—	Captain Domagala	Nagasaki
Zabala	Russian cruiser	—	—	—	—	—

Printed and published by Geo. Murray Barr, at the China Mail Press, No. 5, Wyndham Street, Hongkong.

Mails.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Nagasaki, Kobe, Inland Sea and Yokohama) ... WEDNESDAY, Feb. 20, at daylight.

Persia (via Nagasaki, Kobe, Inland Sea and Yokohama) ... SATURDAY, Mar. 9, at daylight.

City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea and Yokohama) ... WEDNESDAY, Mar. 27, at daylight.

THE U. S. Mail Steamship CHINA will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on WEDNESDAY, the 20th February, at daylight, leaving Hongkong at daylight, and Europe.

Passengers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the choice of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, to Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passages and Freight, apply to the Agency of the Company, No. 7, Praya Central.

Hongkong, February 11, 1895.

J. S. VAN BUREN, Agent.

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belgia (via Nagasaki, Kobe, Inland Sea and Yokohama) ... WEDNESDAY, Feb. 27, at daylight.

Copita (via Nagasaki, Kobe, Inland Sea and Yokohama) ... WEDNESDAY, Mar. 20, at daylight.

Gaeta (via Nagasaki, Kobe, Inland Sea and Yokohama) ... WEDNESDAY, April 10, at daylight.

THE Steamship BELGIA will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on WEDNESDAY, 27th February, at daylight, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained on application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and sent to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

Hongkong, February 11, 1895.

J. S. VAN BUREN, Agent.

Mails.

NOTICE.

COMPAGNIE DES MESSEGERIES MARITIMES.

PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, LONDON, HAVRE AND BORDEAUX.

ALSO PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 20th February, 1895, at Noon, the Company's S.S. MELBOURNE, Commandant BOURDON, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

CARGO and SPECIE will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 19th February, 1895. (Parcels are not to be sent on board; they must be left at the Agent's Office).

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, February 6, 1895.

272

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship KAISAR-I-HIND, Captain F. H. SEYMOUR, carrying for this Majesty's Mails, will be despatched from BOMBAY, on THURSDAY, the 28th February, at Noon, taking Passengers and Cargo for the above Ports.

This Steamer connects at Bombay with the CALEDONIA, which Vessel takes on her Cargo for LONDON, via SUEZ CANAL, leaving B.T. port on the 23rd MARCH 1895.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to: ALF. WOOLLEY, Acting Superintendent, P. & O. S. N. Co.'s Office, Hongkong, February 14, 1895.

326